

Canadian Life *and* Resources

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FEB., 1909
Vol. VII. New Series No. 2

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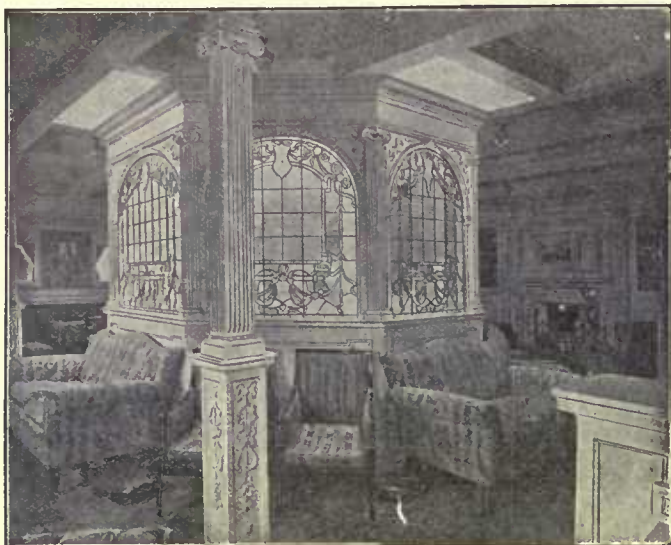
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Friday 5 Feb.	*TUNISIAN.....	Fri. 19 "	Sat. 20 "
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Thurs. 25 "	*GRAMPIAN.....	Sat. 13 "
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A. H. CLAPP, - - Business Manager

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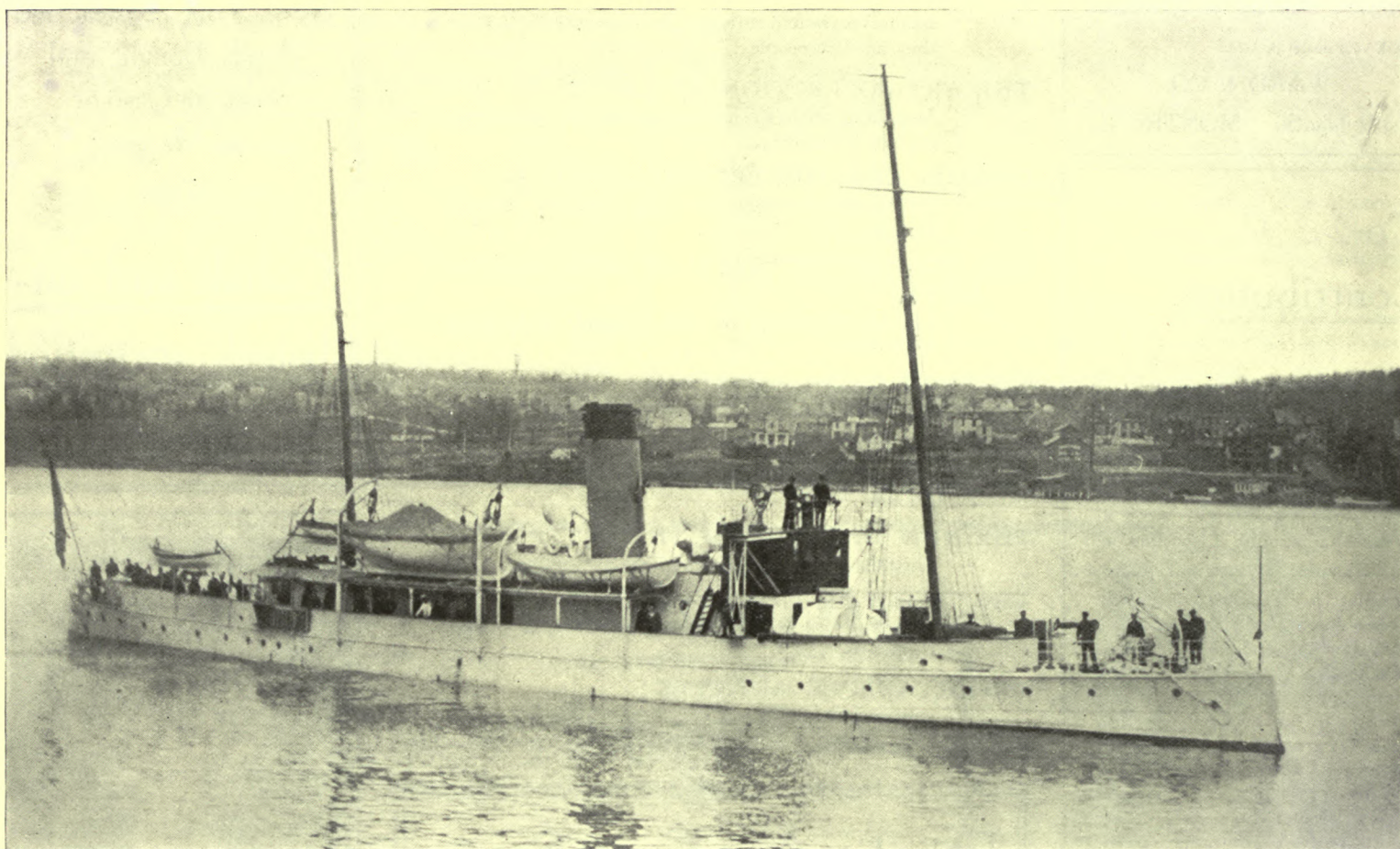
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Vol. VII. NEW SERIES No. 2

Montreal, February, 1909

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THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME

THE members of the eleventh Parliament of Canada assembled at Ottawa on January 20th, when the organization of the House of Commons was completed by the election of Mr. Charles Marcil, M.P. for Bonaventure, Speaker. Mr. Marcil is a journalist by profession; he first entered Parliament in 1900 and had been Deputy Speaker of the House for four years.

On the following day the session was formally opened by His Excellency the Governor-General. The speech from the throne, besides referring to the leading political events of the year relating to Canada, dealt in particular with the projected Hudson Bay Railway, the cost of which, it was announced, is to be defrayed out of the fund created by the purchases under the pre-emption law of land adjoining homesteaders' claims. Up to the present two million acres have been sold under this amendment to the Dominion Lands Act. Important legislation was foreshadowed in the speech, in reference to this matter, His Excellency stating that "a measure will be submitted to you, based upon similar legislation enacted in 1906 by the Parliament of the United Kingdom, aiming at the repression of the payment of secret commissions and gratuities both in public and private business. You will be asked to consider measures relative to

insurance, the civil service, immigration, naturalization and other subjects."

The session opened with an unusually large number of notices of motion on the order paper. One standing in the name of Hon. George E. Foster of North Toronto is of especial interest, because when it comes up for discussion it will direct the attention of Parliament and the country to the necessity of Canada taking some steps towards bearing her share of the cost of her naval defence—a step that has for several years been advocated in the editorial columns of this magazine and which is once

the House, the total immigration into Canada during last calendar year was 148,700. Of these 91,500 came by way of ocean ports and 57,124 from the United States.

The annual report of the Transcontinental Railway Commission was presented to the House on January 29th. In the section devoted to surveys, it is shown that during the year it had been found possible by additional surveys to shorten the route between Moncton and Winnipeg by about thirteen miles. The estimated distance from Moncton, N.B., to Winnipeg now stands at slightly over 1,804 miles. Up to March 31st last the total expenditure by the commission amounted to \$27,057,944. Chief Engineer Lumsden, in his report, remarks that some general charges in respect to over-classification have been made. These will be taken up and considered later.

THE report of the Hon. Mr. Justice Cassels respecting his enquiry into the administration of the Federal Department of Marine and Fisheries, laid on the table of the House of Commons, condemned the use of the "patronage list under which the purchasing of supplies was limited to a comparatively small number." He struck a note for a higher standard of public morality when he wrote: "In the first place the chief remedy or ameliora-



Mr. Charles Hopewell, Mayor of Ottawa.

more discussed under "Our Point of View" in the present issue. Mr. Foster's motion is as follows: "In view of her great and varied resources, of her geographic position and national environment, and of that spirit of self-help and self-respect which alone befits a strong and growing people, Canada should no longer delay in assuming her proper share of the responsibility and financial burden incident to the suitable protection of her exposed coast line and great sea ports."

During one of the debates the Government stated that they had received an offer for the purchase of the Intercolonial Railway, but that the offer had not yet been acted upon.

Mr. R. L. Borden, leader of the Opposition, has given notice of a resolution calling for a select standing committee on natural resources to enquire into matters appertaining to the conservation and development of the natural resources of Canada.

According to official returns laid on the table of



The late Archbishop Sweatman of Toronto.



Hon. J. L. Decarie, Minister of Agriculture, Quebec.

tion of the conditions I have sought to portray lies in the awakening of the public conscience. If the public generally could be brought to view with abhorrence graft and abuse of trust on the part of those administering the public moneys and property, the end of such abuses as have occurred in the past would be in sight."

IN the course of a lecture delivered before the Political Economy Club of Montreal, the Hon. Geo. E. Foster, M.P., expressed the opinion that co-partnership with the Mother Country and the other parts of the British Empire was the only future ahead of Canada, and he took direct issue with those who desired to sever the strings which bind the Dominion to the apron of the mother. As to the question of independence, he declared the man was nothing less than an ostrich burying his head in the sand who contended or professed to believe for one moment that, as there was no possibility of war, Canada need not worry about the problem of defending herself in time of stress. Mr. Foster reminded his hearers that this was a militant age, and that without the power of the British Empire at her back, and with no navy and with a small militia she would be at the mercy of any hungry power which desired her vast resources and splendid geographical position.

A PARTIAL reorganization of the Government of Quebec took place. The Hon. A. Turgeon resigned the portfolio of Lands and Forests and was appointed Speaker of the Legislative Council. His place in the Cabinet was taken by the Hon. Jules Allard, formerly Minister of Agriculture, the latter portfolio being given to the Hon. J. L. Decarie of Hochelaga. Mr. J. E. Caron of l'Islet was made a minister without portfolio. The Legislature will meet on March 2nd.

AT his residence in Toronto on Sunday afternoon, January 24th, the Most Rev. Arthur Sweatman, Anglican Archbishop of Toronto and Primate of all Canada, passed away after a week's illness. He was born in London, Eng., on November 19th, 1834, and came to Canada in 1865. For a time he was connected with Upper Canada College and Hellmuth Boys' College, London, Ont. In 1879 he became Bishop of Toronto, and in 1907 Archbishop and Primate of all Canada. "Personally," says the *Toronto News*, "the late Primate was one of the kindest and most considerate of men.

Those who met him on business found him prompt and business-like. His old pupils held him in deep affection and reverence, which remains unchanged at this day. The duties of his position left him but few hours for social converse, but those who met him at such times found him one of the best



The Hon. Chas. Maret, M.P. for Bonaventure, Speaker of the House of Commons.

informed and one of the most companionable of men."

The Rev. Professor E. A. Mackenzie of the Presbyterian College, Montreal, died suddenly at the college as he was about to deliver a lecture to his students. He had at one time been pastor at Chesley, Ont. Mr. H. C. Hammond, one of Toronto's most prominent citizens, died on January 25th. He was born at Grafton, Ont., in 1844, and commenced

his business career as a bank clerk. For the past number of years he was a partner of Mr. E. B. Osler, M.P., the firm doing a large financial business. J. Lorue McDougall, C.M.G., Auditor-General of Canada from 1878 until July 31st, 1905, died at his home in Ottawa on January 15th.

ARROAD

JOHN Oliver Arnold, Professor of Metallurgy at the Sheffield University, in a lecture before the Royal Institute, London, Eng., scouted Andrew Carnegie's prophecy concerning the decadence of British steel. He said he had certain specific information enabling him to declare that the best high speed in existence would shortly be out of date. There would be on the market, probably within a year, an entire British steel with a cutting power four times as great as any now known.

THE subscription list for the £6,000,000 Canadian Government loan closed in London, Eng., on January 27th. The loan was the largest colonial issue ever offered on that market. It attracted favorable attention from the press and otherwise. It was underwritten, as is the universal practice, excepting only in the case of Imperial Government emmissions. The result was that about 59 per cent of the loan was taken by underwriters, and about 41 per cent by the general public. The outcome, it was stated, is fully up to expectations of the underwriters, who look forward to an early advance in the price of the bonds to a premium. The offer of the bonds in small amounts down to £10 attracted general attention and satisfactory results, considering that it is a new departure, there having been no less than 2,600 subscriptions by the public, including many under £100. Mr. Fielding has been highly complimented by the press upon the lead he has taken in offering small investors an opportunity of securing bonds, while, on the other hand, a wider distribution of the securities of Canada is regarded by Mr. Fielding and the financial agents as a gratifying feature in securing a broadened market for future issues.

THE Canadian team of curlers visiting Scotland have received hearty welcomes wherever they have gone, and in several of their matches they have been victorious. The people of Scotland are taking a deep interest in the visit of the Canadians and it cannot fail to make the Dominion better known throughout the northern kingdom.



The House of Commons in session, as seen from the rear of the Government side, showing the faces of the members of the Opposition, from a flashlight photograph taken several years ago.

OUR POINT OF VIEW



THE purpose of this magazine during the five and a half years of its existence has been to show to the world the resources of Canada and to set forth the life of the Canadian people. Incidentally, as our country forms one of the largest and richest parts of the Empire, we have tried not only to take a national but an imperial view of affairs and to this end we have given space to a consideration of what is going on in other parts of the Empire. The chief events that happen in Great Britain—the head and source of the Empire—are so fully reported in the daily press that we have not often thought it necessary to reproduce them. But there is a feature of public life over there at present which ought to be understood by everyone in the Empire—a new phase of things which affects every subject of His Majesty, King Edward. Resulting from a combination of events, the financial position of Great Britain has become very unsatisfactory. It is not an exaggeration to say that the leading men in the kingdom—in politics, in commerce, in journalism—view with something like alarm the financial position which the Chancellor of the Exchequer must face in March next. It is not disputed that *at least* twenty millions, and in all probability twenty-five million pounds *extra expenditure* must be met during the coming financial year.

THREE main causes have combined to produce this most serious result. The first is the decrease in national trade which has followed the great "boom" of 1906-7. The results of Great Britain's foreign trade for the first eleven months of 1908, compared with the corresponding period in the five preceding years, are given in the following table:

Compared with	Imports Inc. (*) or dec. (—)	Exports Inc. (*) or dec. (—)
1907	—£ 53,539,401	—£ 45,644,857
1906	— 17,004,220	* 3,554,265
1905	* 24,197,473	* 46,446,730
1904	* 37,847,422	* 75,072,240
1903	* 45,767,996	* 81,540,225

It will be seen that the imports for the eleven months of this year are 53½ millions below those of 1907, and 17 millions below those of 1906, whilst the exports, compared with 1907, are down over 45 millions and would be six millions below those of 1906 except for the abolition of the coal tax. Owing to this falling-off in trade and to the reduction of taxation, there will be a deficit of some six millions at the end of the national financial year.

IF this call for six million pounds extra in 1909 was all that was needed, the position for a rich country like Great Britain would not be very serious. But this is only the deficit on last year's budget. The whole world knows that Great Britain has committed herself to a non-contributory old-age pension scheme which will cost annually *not less* than eight million pounds sterling. This scheme came into operation on January 1st and the expense has been provided for up to March 31st. But from March 31st, 1909, to March 31st, 1910, not less than eight million pounds (say forty million dollars) extra revenue must be raised to pay for this one item alone of new national expenditure. Thus, adding the deficit of six millions to the old-age pension requirements of eight millions, we reach the figure of fourteen million pounds sterling additional revenue necessary to meet expenditure during 1909-10. But even this is not nearly all. Germany is spending many extra millions annually on a tremendous naval programme. Since 1898 she has spent £107,927,573 on naval expenditure. Great Britain has not unnaturally become alarmed at the sudden increase in her navy, and Mr. Asquith promised a few days before Christmas that his Government meant to keep the navy of Great Britain equal to the navies of any two powers combined, with a margin of 10 per cent. What does this mean? It is admitted by every-

one to bind the British Prime Minister to an expenditure upon *new warships* during 1909-10, of not less than six million pounds and possibly as much as nine millions. With a deficit of six millions, with requirements for old-age pensions of at least eight millions and with a demand for at least six millions to build new battleships, the British Chancellor of the Exchequer when he faces the House of Commons in the spring of next year must be prepared to show the people of Great Britain how they are going to raise, *at the very least, twenty million pounds* (one hundred million dollars) *new revenue*. It is this situation which has called forth from men like Lord Rosebery, Lord Cromer, the editor of the *Spectator* and other leaders of British thought the most gloomy prophecies as to the future of British policy. Lord Rosebery has not hesitated to say that the Empire is threatened with destruction from its finance.

WHAT meaning has this political situation in Great Britain for the merchant of Montreal and Toronto, for the *habitant* of Quebec, for the farmer on the Western plains? It has only one meaning for every subject of the British Crown outside Great Britain—it means that the time has come when the Mother Country cannot any longer, without positive privation, bear alone the burden of Imperial defence. Those who have read this magazine for the past few years will not need to be told that we have foreseen the approach of this day. Time and again have we insisted that it was not possible much longer for the Mother Country alone to keep up the Imperial Army and Navy. Since we first began to advocate the Colonies taking up their share of the burden, a considerable amount has been done in the way of relieving Great Britain of some of the expense. Canada has taken over Halifax and Esquimaux and we now rely upon our own sons for home military defence. Australia has formulated a plan to defend her own waters with her own gunboats and cruisers and she has adopted a system of compulsory military service. From the speeches of the leading South African statesmen attending the Closer Union Convention, it seems certain that South Africa when united will take her part in Imperial defence. In this matter we have only anticipated events. We say again to the Canadian people, as we have said many times before, it is not safe and it is not honorable to expect Great Britain any longer to undertake the naval defence of our shores. The two nations who are running Great Britain closest in warship building are two countries with larger populations than Great Britain—Germany with 60 millions of inhabitants and the United States with 85 millions, against the 44 millions of the United Kingdom. It costs 70 millions to defend the Empire by sea and land. The United Kingdom pays 66 millions of this, the Colonies four millions. There are 58 million white people in the Empire and 44 millions of them contribute three dollars and seventy-five cents *each* for naval defence, and the remaining 14 millions only 12 cents each!

BATTLESIPS and armies are a form of State insurance. As we grow rich we must prepare to pay our premiums to have Canada insured. Do not mistake what we advocate. We *do not* want to see Canadian money sent to London to be spent in Whitehall. We *do* want to see a beginning made in the gradual construction of a Canadian naval defence force for home waters. We *do not* want the country to commence a large shipbuilding programme at once. We *do* want the principle accepted that we must begin to undertake our naval defence and we *do* want to see a commencement made in a carefully thought-out scheme to build up year by year a Canadian navy for home defence. Spend something a year, whatever can be spared, to the great end that we may free Great Britain from anxiety as to our coast defence and leave her fleets free to search out and engage the enemy. We are as certain as men can be of anything

that our view is right and that it will prevail. Our only fear is that we may delay too long. Fleets cannot, like armies, be improvised. You can create an army for defence in six months out of brave civilians, but it takes years to build and man a fleet that can have any chance of success against old-established navies.

We are not alarmists—we simply see the world around us as it is. We ask only that what we have to say be considered with an open mind. To us it is as clear as mid-day. Our safety and our national honor demand that we should commence to build up a naval defence force.

THE REINDEER QUESTION

WOULD NOT THESE ANIMALS AFFORD BETTER MEANS OF TRANSPORTATION IN THE NORTHLAND THAN NOW EXIST AND WOULD THEIR INTRODUCTION ASSIST DEVELOPMENT ?

(Written for CANADIAN LIFE AND RESOURCES)

IN very much the same sense in which camels are the ships of the desert, so are dogs the railway trains of our Far North. In winter they furnish practically the only means of transportation over that vast stretch of territory which forms the hinterland of the three Prairie Provinces, encloses Hudson Bay



A herd of Caribou on the "Barren Lands" to the west of Hudson Bay, as described by the explorer, J. W. Tyrrell.

and stretches north to the Arctic Ocean. In the Northland the dog-train carries the winter mails to our most remote outposts which form little nuclei of civilization in a great land that is still a wilderness; by dog-train the supplies of the pioneers and the police force are hauled in, and by dog-train the trapper's furs are hauled out to the posts of the trading companies.

Although a necessity and practically the only means of winter transportation in that distant land, the dog-train has serious disadvantages. The hardy huskie, as is called the dogs employed in the service, is rather a surly brute, requiring thorough training and careful handling by a competent master. His strength, of course, is comparatively limited, and even a train of eight or ten cannot haul a very considerable load. And then he must be fed, and his food is of such a nature that in winter it cannot be procured on the journey but must be carried as part of the load. This food is usually fish caught in the autumn when the lakes and rivers are open. Having to haul their food, the capacity of a dog-train for freight or passengers is greatly lessened.

A reform in the system of winter transportation in the Far North has been proposed, the most active advocate of the change being Mr. Fred. S. Lawrence, whose home is at Fort Vermilion on the Lower Peace River, who has spent

twenty-five years in the Northland and who is thoroughly familiar with conditions there. His proposed reform is simple—the replacing of the huskie by domesticated reindeer.

That animal has long been domesticated in Scandinavia, especially among the Laplanders, and every schoolboy has read of the long journeys it makes and the heavy loads it hauls in that northern corner of Europe.

The reindeer, or caribou, for they are the two names for the one animal, is found in Lapland in a wild state and in the country to the southwest of Hudson Bay large herds of caribou are frequently seen by explorers and hunters. In Lapland the domesticated reindeer is somewhat smaller than the wild one; still he is strong, heavily built and swift. The legs are short and thick, and the broad main hoofs spread out as the animal speeds over the snow. The antlers are large and are unique in being possessed by both sex. The head is carried horizontally, not erect as in other deer. In summer the Lapland reindeer feeds chiefly on the shoots of willows and birch, while in winter it depends mainly on lichens such as the so-called reindeer-moss, from which they remove the snow by means of their hoofs and antlers. The animal can maintain a speed of nine or ten miles an hour for a long time and can easily draw a weight of two hundred pounds besides the sled. The flesh of the animal is excellent food, the skin is used for clothing and bedding and the domesticated females yield excellent milk.

The United States Government have on a large scale, tried the reindeer in Alaska, and the trial has resulted in success. There are now fully 20,000 reindeer in Alaska and most of the adults are in service. The sum of \$222,500 has been spent in giving to the people of that northern territory the animal which has for centuries been of such great use to the people of Lapland,

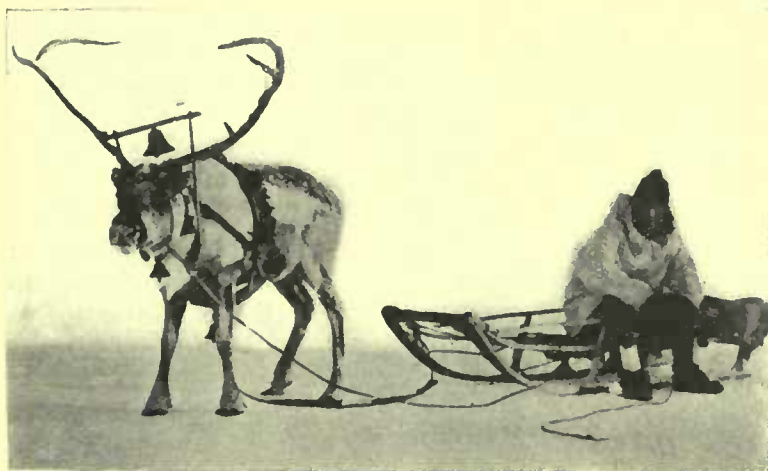


A reindeer carrying the outfit of a gold prospector in Alaska.

Iceland and part of Siberia. Mr. Summers, Secretary of the Alaska Pioneers' Association, and for fifteen years a resident of Northern Alaska, made the following statement with regard to the reindeer experiment in that country :

"The reindeer are the salvation of that north country. I have used all kinds of animals in that country that could be got, but hereafter I will use nothing but the reindeer. They increase rapidly and find abundance of food. The natives are delighted with them and why should they not be? The reindeer furnish them with milk, a luxury they never had before ; they furnish them with meat, while the hides supply them with the best of clothing. . . . I have been mining and packing along the Yukon, Behring Sea, Kotzebue Sound and in the Arctic Circle for fifteen years and have never found anything so useful for packing, hauling or for food as the reindeer."

Before the introduction of the reindeer it was a question whether the natives of Alaska would be willing to give up their dogs and settle down to the lives of herders, and whether they would really value the reindeer enough to make the change and become herders. The results, so far as the natives are concerned, have been very gratifying. It was realized that if the natives were to be taught the proper management and care of the reindeer it was important that they should have the benefit of the most intelligent instructors and of the most improved methods known. The Laplanders, because



A winter mail-carrier in Alaska.

of their superior intelligence to the deer-men of Siberia, were selected, and a number of them were induced to leave their own country and go to Alaska. Their skill in training apprentices has been very marked and the success they have had with the natives has won the admiration and confidence of all classes in Alaska. They have been able to convince the white man as well as the natives that the means of travel and transportation afforded by the use of the reindeer is the best known to the world for establishing communication between widely scattered trading posts, mining camps and fishing stations in a vast area otherwise closed during half the year by ice and snow.

"The Laplanders," writes Mr. Lawrence, "by reason of their pastures becoming crowded owing to the great number of their reindeer, are looking to some part of the world to which they can transport their herds and families and establish themselves anew." If they could be directed to the sub-arctic regions of Canada it is thought they would assist development there and turn those comparative wastes into productive regions. They are a peaceful, industrious people and as in-

habitants of the Northland would be a valuable addition to our population.

The caribou of the Canadian North belong to the same family that has given the world the reindeer, in fact, they are



A herd of reindeer at the seaside as quiet as cattle in a barnyard.

reindeer in a wild state. Through much of the Canadian North caribou are very plentiful. Mr. J. W. Tyrrell, in his admirable book, "Across the Sub-Arctics of Canada," tells of seeing vast herds of caribou which covered the country for miles, just as the buffaloes covered the prairies of the West thirty years ago.

Mr. Tyrrell bears out the claim respecting the possible usefulness of the domesticated caribou or reindeer. Upon this point Mr. Tyrrell in part writes: "As a traveller the reindeer is swift and enduring, being capable of hauling from two to three hundred pounds upon a sled, as much as one hundred miles per day and as compared with the dog, it possesses the advantage of being able to obtain its food by the way. As a source of venison it cannot be excelled. . . . From the skins of the reindeer the natives of the Arctic regions make almost every article of winter clothing."

In speaking of the great possibilities of usefulness of the reindeer in the Far North, especially in rough country unsuited to the horse, Mr. Lawrence points out that the reindeer is fleet and would be more easily kept, as it could obtain its own food even in winter by digging through the snow and uncovering the moss and lichens which abound throughout the Northland. The reindeer, he says, are also far superior to dogs. A prospector could start out with ten head of reindeer and could take with him a year's provisions, if necessary, and he could do it safely. If it should happen that provisions gave out, the reindeer could be resorted to : and its flesh is equal to the best beef.



Showing how freight can be transported in summer in a rough country by reindeer.

TO ADORN OUR COLLEGE HALLS

BEAUTIFUL BANNERS PRESENTED THROUGH HIS EXCELLENCY THE GOVERNOR-GENERAL TO THE PEOPLE OF CANADA

(Written for CANADIAN LIFE AND RESOURCES.)



The Queen's Banner, presented to McGill University.

The central figure is "Our Lady of the Snows," all white and glistening like a mountain peak. Above her head are two guardian spirits holding the great triple crown, beautifully jewelled in colors symbolical of love, faith and hope. The suggestion conveyed is that Canada—"The Lady of the Snows"—has to grow up to her crown. Thus the central idea of the banner is the unfolding of Canada and the reaching up towards the attainment of high ideals. On each side of this figure there is a slight and suggestive binding together of the maple leaf and the rose; and in a scroll on either side, into which the little root filaments of the rose and maple descend, are the words:

"Peace and Growth to her
Strength and Worth to her."

These words are translated from a Gaelic blessing.

Then, flying like holy doves around the feet and about the way of Our Lady of the Snows are the seven Gifts of the Spirit:

The gifte of Wisdome—which sees things in their true proportion with truth and with the courage that comes from a right judgment.

The gifte of Pittie—opening the eyes to that which is

higher than self-interest and inspiring noble self-sacrifice.

The gifte of Strengthe—which is based on temperance and mastery over self.

The gifte of Comforte—sympathy and service, the special work of the Spirit of God.

The gifte of Understandinge—which comes from light within, revealing the deepest meanings of life.

The gifte of Counyng—with its roots in the words "I can"—knowledge gained by learning and by practice—a gift by the power of



"The Spirit of the Flowers of the Nations."

which men do their best work, whether they are born to reign through service or to serve through reigning; and finally

The gifte of Dreede or Reverence—which sums up the other six, for reverence makes wisdom take off her shoes on holy ground; pity is ennobled by reverence; strength held in check by reverence; comfort becomes a consecration by reverence; understanding is made higher and wider by reverence; and knowledge inspired by reverence is praise and worship.

The banner presented by the Princess of Wales to Toronto University represents the Black Prince receiving from King Edward III. on the battlefield of Crecy, the flag of the dead King of Bohemia. From the time of the Black Prince the three ostrich feathers and the motto "Ich dien" of the King of Bohemia have been the crest and motto of every successive Prince of Wales.

Her Royal Highness the



The Princess of Wales' Banner, presented to Toronto University.

Princess of Wales in sending this banner to the University of Toronto, expressed the hope that every successive generation of undergraduates might adopt as the motto of their own lives the words "I serve," which form the inspiring motto of the Prince of Wales.

A banner designed and embroidered by Mrs. Watts, called "The Spirit of the Flowers of the Nations," hangs in Government House, Ottawa.

Her feathers are colored of the blue of Heaven, shaded downwards into the tender tints of buds and leaves in spring, to show that if this Messenger is heavenborn, the sap of a Canadian spring is rising within her.

As the Spirit of Peace she wears a chaplet of olive leaves, though she is not without the battlemented crown of steel, implying that she can be strong to defend the Right.

Her breastplate is the burning heart, for she would conquer by Love, if she is also crowned and girdled by Strength.

She has made a garland of the flowers of the nations, as they bloom together in the Dominion of Canada, and as she has also scattered them all about her, it may be that she wishes Canada to teach the nations that, bound by a common cause, they may

be strong to bring Unity, Justice and Freedom over the two hemispheres.

If so, the Leaf of the Maple will be like the Leaves of the Tree of Life and shall be "for the healing of the nations."

The other photographs represent banners of St. George and the Dragon. They are at present hung in the State Ballroom of Government House, Ottawa. These suggestive banners are beautifully embroidered, and were designed by Lady Mary Meynell and Lady Jane Lindsay.

It is understood that it is the intention of the Governor-General to give these banners, on the conclusion of his term of office, to different educational institutions, where, it is hoped, they will unconsciously help to infuse into the rising generation a sentiment for art, for color and for idealism, teaching young Canadians that it is the duty of every individual, after the fashion of St. George, to kill the Dragon of evil wherever it may be found; and it may be found everywhere, in every town, in every home and in every heart.



A Banner of St. George and the Dragon.



A second Banner of St. George and the Dragon.

THE primary meaning of the old English word from which our word banner is derived was a strip of cloth used as a sign; and at first a banner was a kind of flag attached to a spear or pike by a cross-piece and used by a chief as his standard in battle. In time the banner became a particular kind of flag, rectangular in form and usually square, charged with the coat of arms of the owner, which covered its entire surface, no shield or external ornaments being displayed; such at least was the uniform practice until the seventeenth century. The banner was borne by sovereigns, princes, barons and bannerets, and served as the ensign both of the owner of it and of his retainers and followers. The banner differed from the pennon not only in being rectangular in form and not pointed, but in bearing only the owner's arms and not his badge or device. The

royal standard of the United Kingdom and the cavalry standards in use in the army are in the strict sense banners.

Banneret was a high grade of knighthood conferred by the sovereign for some heroic act performed in the field, and so-called because the pennon of the knight was then exchanged for the banner—a proceeding which was effected by the sovereign on the field of battle, standing beneath his own royal standard displayed, and tearing off the points of the pennon so as to give it the requisite square shape of the banner. During the reign of Queen Elizabeth the degree of banneret was allowed to die out of England. It was revived by Charles I. and again by George III., but these titles of the latter were not generally recognized, not having been bestowed in actual warfare.



A view of the main building of Laval University, Quebec.

THE ART COLLECTION AT LAVAL

(Written for CANADIAN LIFE AND RESOURCES by L. A. M. LOVEKIN)



ACCORDING to Max Muller the word Art, in its original signification, means "to plough—the art of all arts, first taught by the Goddess of Wisdom, the art of cultivating the land." And this being so, Canadians have a conclusive reply, ready-made, for those of older countries who note that "art" in the modern

usage of the word is in an infantine stage in the Dominion.

Material demands and the development of agriculture call for all our resources at present: the finer elements must develop, as they have in older countries, before they can reach what will assuredly come in time to be a National "school." And it is not to be denied that Canadian "art," even in the later application of the word, is already out of its cradle. Nor is it premature to establish a National Gallery, though H.R.H. the Princess Louise was held by many to be a



Louis XV., King of France, by the noted portrait-painter La Tour

advocated the scheme and was instrumental in planting the germ of such an institution at Ottawa. So far its development has been hardly perceptible and no less an able critic than "By-stander" anticipated that it would not be a success at the political capital, which he regarded as inaccessible, and caustically described as "an Arctic lumber village transformed into a political cockpit." And opinions may with justice differ as to the suitability of the site. It may, however, be noticed, in passing, that there is a curious coincidence if the Max Mullerian theory

quoted is correct, in the fact that the projected gallery is under the control of the Department of Agriculture, in the same manner as is "copyright," an item of public administration which provoked the mirthful criticism of Mark Twain. But the Commission, headed by Sir George Drummond, is a guarantee that, by however slow degrees it may develop, the Canadian National Gallery will not be made the depository of anything but works of value.

It is not sufficiently well-known that there already exists in Canada a gallery of paintings which, while not "national" in the accepted use of the term, is still at the public disposal for inspection and study, and which contains pictures by the greatest masters and is, from the mere financial standpoint, of enormous value, far beyond what any Government could buy for a century, and, from the artistic, priceless. Thousands of tourists annually visit the Ancient Capital and, while they admire the stately building occupied by the learned and reverend gentlemen who

direct and control the scholastic courses at Laval University, are unconscious of the fact that it contains the great collection of paintings referred to, the finest gallery available for the public on the continent. Within the walls of the noble structure which has arisen almost on the site of the Seminary established as one of the many pioneer works of Bishop Laval, are treasured in the galleries more than three hundred paintings, while many more are to be seen in the Seminary Chapel and



Major-General Wolfe, an early work by Sir Joshua Reynolds.

various rooms in the building. It may reasonably be asked how this collection was formed and the question is easily answered. In the first place many valuable paintings were sent to Canada at the period of the French Revolution by the Abbé Desjardins, sometime Vicar-General of Paris, who took temporary refuge in Quebec. He obtained a great number of valuable paintings from the closed and desecrated churches and monasteries and shipped them to this country. Later on the Hon. Joseph Legaré, himself one of Canada's noted painters, applied himself to the collection, and, again, Mr. Reiffenstein, a prominent gentleman visiting Europe some years ago, obtained a goodly number of paintings, among them being part of the collection of an impoverished French family of prominence. Hence it is that the Laval collection contains names of painters as great and famous as grace the lists of the most noted National galleries in Europe.

The main gallery contains 150 pictures and among them are works from the hands of Da Cortona, 1596-1669; Franken, 1599-1653; Albani, 1578-1660; Romanelli, 1610-1662; Lanfranco, 1581-1647; Van Balen, 1560-1635; Barbieri, generally called "Il Guercino," from his squinting, 1591-1668; Lodovico Carracci, 1555-1619; Peter Neeffs, 1587-1661, a noted painter of church interiors; Gaspar de Crayer, 1582-1669, a painter said to be equal to Rubens; Aelbert Cuyp, 1620-1691; David Teniers (the elder), 1582-1649, that most wonderful painter; Lulni, 1475-1540; Adam Elsheimer, 1578-1621; Paul Bril, 1556-1626; Joseph Parrocel, 1648-1704; Giovanni Sassoferrato, 1605-1685; Jacopo

da Bassano, 1510-1592; Nicholas Poussin, 1594-1665; Zampieri Domenico, 1581-1641, and there are many others from the brushes of the best of the old Masters. Here, too, is a superb work, "Mater Dolorosa," by Sir Anthony Vandyke, 1599-1641, and one by John Opie, a "conversation piece," representing a smoking scene, said to have been painted for one of his friends who was leaving for Canada to open a tobacco shop. This now valuable painting was meant for a sign! And more modern schools are well represented and the historical portraiture is instructive as well as of the highest artistic value. The great French portrait painters, Maurice La Tour, 1704-1783, and Francois Boucher, 1704-1770, are well represented. The former was one of the greatest portrait painters of his age and his pictures

of Louis the Dauphin, son of Louis XV. and father of the unfortunate Louis XVI., who paid with his life for the sins of his evil grandfather and the reign of corruption and vice which prevailed under his regime; of Marie Leszczynska, Queen of Louis XV., and Louis XV. himself are remarkable specimens of his art. The portrait of the latter is very striking, as the reproduction shows. Boucher, who was also master of the great Gobelin tapestry institution, has



The Marquis de Montcalm by an unknown artist.

portraits in his finest style, of the somewhat light but sorely-tried daughters of the King whose reign worked so much evil for France. In this gallery, too, are paintings by Claude Vernet, 1704-1789; Bartholomew Breemberg, 1620-1663; Dominico Feti, 1589-1624; Sustermans, 1597-1681; Zampieri Domenico, 1581-1641, and a wonderful panel painting by Simone Memmi, 1283-1344, a prince of painters of the famous Siennese School. This is what is technically termed *in tempera*, that is, in the manner which preceded painting in oils. Taken for all in all this main gallery is a perfect collection in itself, but it is only less than half of the rare and beautiful collection which has not unfrequently been described as a "Shrine of Art."

We pass to what is known as the "First Ante-room," and here we meet on the threshold a noble painting by the famous Gerbrand Van den Eckhout, 1621-1673, a pupil and close imitator of Rembrandt—so close in fact that it is, at times, difficult to tell the works of one from the other. Here, too, is a stately example of the earlier style of Velasquez. It is a portrait of the famous Trivultius, a Spanish statesman, warrior, and later a Cardinal. And the room also contains one of the finest specimens of the work of the great



Chevalier Luc de la Corne, Montcalm's General of Indians, by Gainsborough.



The Basilica.—To the left is the gate to the Seminary, the wing with the white wall being the older portion of the building which, tradition states, was occupied by Bishop Laval himself.

English painter, Thomas Gainsborough, 1727-1788. Here also is a landscape of Salvator Rosa and a splendid work "Ecce Homo" (on panel) by Jan Van Scorel, 1495-1562, an ecclesiastic of varied attainments, he being painter, musician and linguist and a pupil of Albert Durer. Sir James Thornhill is also represented by a picture of a mythological character. Some interesting portraits of General Murray, Mgr. Guigues, Bishop of Ottawa; Hon. P. J. O. Chauveau, first Premier of Quebec and later Sheriff of Montreal; Abbé Ferland and the Abbé Verreault, men who have helped to make history in this nascent nation are also in this room. The Reception Hall of the University contains portraits of ecclesiastics of high distinction and those of the successive Rectors from the first, Mgr. Casault, founder of the University, to that of Mgr. Laflamme, eighth and present learned occupant of that high position. A life-size portrait of the late Queen Victoria, by Hon. J. Légaré, is interesting, as she signed the Royal Charter of the University, obtained in 1852, largely through the intervention of Lord Elgin, then Governor-General.

In the second Ante-room there are remarkable pictures from the brush of the noted Juan de Hermida, a famous painter of "still life"; pictures by Vernet, Salvator Rosa, 1615-1675; Ribera, 1588-1656; Huysmans, 1645-1727; Franz Snyders, 1579-1657; Jan. Weenix, 1640-1719; Luca Giordano, 1632-1705; Philippe de Champaigne, 1602-1674; Antonio da Carreggio (or Allegri), 1494-1534; the Spanish painter Francesco Zurbaran, 1595-1662; both the Poussins, Bartolomeo Schidone, 1560-1616; Frederigo Barocci, 1528-1612, and Guido Reni, 1575-1642.

Though not strictly belonging to the regular galleries, the works now in the Reception Hall of the Seminary must be noted. Here are portraits of Bishop Laval and Mother Marie, whose memory is revered in Quebec as the foundress, with Madame de Peltrie, of the famous Ursuline Convent, at a time when the country was a wilderness. There is also a striking portrait of Wolfe by Sir Joshua Reynolds, an early work evidently, and at an early period of Wolfe's life, as the copy given herewith will show. His gallant and ill-fated opponent in arms, Montcalm, is also represented by a portrait by an unknown painter, but of a very high order. As in the case of Wolfe, the Marquis is represented at an early period of his career.

And there is also, fitly in company with these heroes, a noble portrait of the noted Chevalier Luc de la Corne, the distinguished Canadian officer who commanded the Indian contingents of Montcalm, and was known as the "General of Indians." This work is attributed to Gainsborough and seems to be a replica of one in the possession of Mr. W. D. Lighthall of Montreal, another being in the Chateau de Ramezay in that city.

It will be seen from this brief sketch that this country already possesses within its borders a collection of paintings which is of the highest order. While, as stated, it is not "National" in the strict sense of the word, it is so for all practical purposes. The University freely throws it all open to the public at all convenient times, and that being the case it deserves some greater recognition from the public. And there is another aspect of the case. The collection is, measured by the standard of art, almost priceless and far beyond anything the Government is likely to pay for a public collection for years to come, if ever. At least the Provincial Government should provide the University with a fitting building for this superb collection. At present it is not only placed at a disadvantage both from want of space and from the ever-present danger of fire. The institution has already suffered heavily from this, for the Seminary Chapel was burnt some few years ago and many most valuable pictures destroyed. The possibility of such a terrible contingency in the future will best be guarded against by having the pictures in a fire-proof building. And more space is required. Some of the most costly pictures in the possession of Laval are in the new Chapel of the Seminary, a noble building to the left of the passage-way, leading from the entrance gate to the Seminary, seen in the cut, which also shows the older part of the building and the windows of the rooms which tradition states to have been occupied by the great Bishop Laval himself, and hard by the site of the great and lesser seminaries. These were founded by him and from the seed then sown the great University has grown. In the Chapel are paintings by Pierre Dulin, 1669-1749; the famous painter Simone; Cantarini, called Il Pesarese, 1595-1650, pupil of Guido Reni; Guido himself; J. B. Corneille, 1649-1695; Carlo Dolci, 1616-1688; Poussin, 1594-1665; Le Brun, 1619-1690; Giovanni Bazzi, 1477-1549, and many others.

VIEWS IN FAIR ONTARIO



CANADIAN scenery is at its best in the month of June. Beautiful peeps of scenery are everywhere obtainable in our "Fair Dominion." These are the "Stapleton Flats," which are close to Clinton, near Lake Huron.

THE undulating land of Western Ontario enables one to have many pretty views from the tops of hills. This is one which is well-known on the Lake road, looking towards the town of Clinton, in Huron County.



CANADA AND THE BRITISH INVESTOR



THE position and prospects of Canada were never better than at the present time. The country has come, not only without disaster but with increased strength and reputation, through one of the worst financial crises of modern times. Following upon a poor harvest in 1907, the wheat-fields of the West produced their bumper crop last year and the rewards of the farmers on the prairie, with the high price of wheat, have been a record. During most of last year trade was slow, bankers kept a tight hand upon their slowly-filling treasuries and business men of all classes marked time. The country took breath and rested after a long period of unexampled growth and prosperity. Now the current of commerce is beginning to flow freely once more. Money has accumulated during the time of industrial slackness and is obtainable at low rates all over the civilized world. The returns of most of our railways show the increase of trade. As we have said, there is every prospect that 1909 will be a most successful year for Canada.

LOOKING forward, as we try to do in these pages, and endeavoring to anticipate events, there is one probable aspect of the year upon which we should like to give a warning. In the past ten years there has been no feature of Canada's progress more remarkable than the position she has won with the British investor. Whereas a decade ago most of the few Canadian appeals for British capital were looked askance at, it is now not too much to say that the sight of a new Canadian prospectus attracts more attention than that of any other single country. This is a very rare and valuable position. It means nothing less than this, that if Canada will keep a clear head and a steady hand she can get in Great Britain all the money she needs for the development of her immense resources during the next half century. She has gained the confidence of the British people by the level-headed conduct of her Ministers, bankers and commercial leaders—by the stability of her growth and by the restraint and caution of her use of capital.

IF this conduct continues all will go well, but we regret to say that there are signs that this caution and restraint are being departed from. A prominent banker in England said the other day to us, "Are you people in Canada not going a little too fast? I seem to see a Canadian prospectus about every week now in the papers. Do not do as the United States has done and rush your development until a crisis comes and our present confidence in you is lost." This is a thought in many minds in Great Britain at the present moment. And it has been caused by the rapid borrowing of the past year or eighteen months. A very emphatic warning has just been issued in Great Britain upon this point.

THERE is no private concern or body of men who have done more to help to get for Canada the confidence of investors in Great Britain than the British Empire Trust Co. The men on its board are, many of them, at the head of highly-successful Canadian enterprises, paying handsome returns upon large capital investments. By the circulation of detailed information about the companies they act for and the publication of general Canadian information, they have done and are now doing an immense amount of pick and shovel work for those desirous of borrowing British capital for Canadian enterprises. This company, in a booklet which it issues each year end, has recently sent forth an impressive word of caution to those British investors interested in Canada. Coming as it does from men who have themselves everything to lose from any change of attitude of the British investor towards Canada it carries great weight. The following are the most noteworthy passages:

DURING the Nineteenth Century the United States rose from insignificance to power and very great wealth, and its population from a mere handful of settlers to 80,000,000 people. Canada started the Twentieth Century already a nation among nations, and its progress during the Twentieth Century will probably be as great as that of the United States during the Nineteenth, and there is every reason to believe that, at the end of this Century the wealth of Canada will be as great as the wealth of the United States is to-day. But the United States, during the last Century, passed through many severe crises, which from time to time brought distress to her citizens, and similar experiences must, we fear, be passed through in Canada. There are unmistakable signs that, owing to the ease with which capital has been obtainable, mistakes have been made, and are being made, which will cost the community and the individual in Canada dear. There is a tendency to spend public funds too lavishly or prematurely; private enterprises undertaken with British and other old world capital have been thoughtlessly threatened with ruinous public competition, and in some cases large sums are being lost through the wastefulness and incompetence of those at the head of enterprise. Failures will follow; Canada will temporarily lose the confidence of the investing nations of the old world; there will be a shortage of Capital to carry out partially developed enterprises, and then, probably within the next two years, will come the day of reckoning. How soon it will come, and how severe the crisis will be, must depend on the precautions taken now by those at the head of public affairs, of finance, and of commerce. . . .

THE credit of the Governments of the Dominion and of all the Provinces is, without exception, unquestionable, and securities of, or guaranteed by, these Governments can be bought blindly. It is merely a question of price. Many, probably most, Canadian Municipal Securities are sound, and their attractiveness depends on their yield of interest, but, profiting by the lesson of the London County Council and by the lesson which has been so strongly reflected in this year's municipal elections throughout this country, we think that the Securities of cities which have embarked in municipal trading and municipal ownership of public services should be avoided. There exists in some few Canadian Cities a mania for carrying on every sort of enterprise with public money. This is generally fostered by land speculators anxious to increase the value of their particular property at the public expense, or may be at the expense of the investor. Keen as these gentlemen are to secure funds, the English investor must be still keener to see that they do not get his money. The Securities of such Cities should be left to local investors. Sooner or later the rates in these places will rise until they become an unbearable burden, and catastrophe must follow in many cases.

We think the Securities and Shares of well-protected Waterworks, Electric Railway, Electric Light, Gas and Water Power Companies offer the best investments, and there is no reason why the English investor should not share in the large profits made in Canadian industrial undertakings without undue risk; he will be better off with good industrial securities than with bad Municipal Bonds. Carefully selected Debentures secured on Canadian industrial properties afford a good opportunity of investing with safety, and at the same time securing a high yield, but very special care will be needed in making choice of these."

THERE is plain speaking here but no exaggeration. Few who have been readers of this magazine for any length of time will need to be told that we have been the foremost advocates of national progress. We were amongst the very first to urge the building of the Grand Trunk Pacific—publishing the

(Continued on page 23)

OUR HISTORY IN STATUES AND MONUMENTS

XXVI.



ALTHOUGH death cut short the term of office of Charles Edward Poulett Thomson, better known as Lord Sydenham, first Governor-General of United Canada, and left the fruits of his labors and the results of the wisdom of his policy to be enjoyed by others, still the brief year and eleven months during which he presided over the affairs of this country form so important a period in our constitutional history and called forth such high qualities of statesmanship on the part of the representative of the Crown that the name of Sydenham is entitled to



The building in which Lord Sydenham held the first Parliament of United Canada, now the main wing of the Kingston General Hospital.

remembrance by the Canadian people. No monument to his memory has been erected in Canada, and yet, in the beautiful and historical city of Kingston, Ont., stand two buildings which will ever be associated with the name of Sydenham, one especially forming an important landmark in the history of this country. This latter is the building in which was held the first session of the Parliament of United Canada, within whose walls was solved the problem of responsible government according to the broad principles of the British constitution. The other is St. George's Cathedral, where, in a vault beneath the central aisle, repose the remains of Lord Sydenham. In the pavement above has been placed a plate of brass; and although the feet of two generations of worshippers have passed over it, the inscription still tells of the statesman buried beneath and whom an appreciative biographer has placed among the Makers of Canada. Apart from the influence he exercised upon the affairs of his times and the permanent service he rendered in shaping our political institutions, these are the monuments to the memory of Lord Sydenham.

There has recently been published by Morang & Co., of Toronto, a life of Lord Sydenham—one of "The Makers of Canada" series—by Adam Shortt, M.A., late Professor of Political and Economic Science at Queen's University, Kingston, but now a member of the Federal Civil Service Commission.

It is an exceedingly interesting and instructive book, and to the student of Canadian political history it will be especially valuable, for it not only gives an account of the life of Sydenham—his travels in Europe, his apprenticeship to business, his

political career at home and his achievements as a member of the British Government—but in detail and with great fullness Mr. Shortt discusses the state of affairs in Canada when Sydenham came here in October, 1839, and the numerous and exceedingly grave public questions then pressing for solution and upon whose proper solution the future of Canada so largely depended.

When Sydenham came Canada had just emerged from an insurrection, but the conditions which had caused it still existed. The constitution of 1791 had proved inadequate, but it was still in force. Lord Durham had made his report but it had not been acted upon. The executive of each Province still clung to the doctrine of the Family Compact and in the administration it was still possible for the Governor-General to ignore the wishes of the Legislature. All these phases of the Canadian problem Mr. Shortt discusses very fully, making frequent use of lengthy quotations from official documents which form so valuable a part of the groundwork of political history.

To the difficulties of the situation Sydenham addressed himself with that ability and industry that marked his entire career. The Act of Union he put into operation and to a considerable extent he brought the executive into harmony with the representatives of the people. His administration may be called the embryo of responsible government, and although the tender plant suffered blight under the administration of Lord Metcalfe, it was never killed. Seven years later, under Lord Elgin, it blossomed forth, and never since has the principle of responsible government been challenged or its practice interfered with.

Among the Canadian statesmen whom Mr. Shortt cites in support of his views respecting Sydenham's character and work is that great Nova Scotian tribune of the people, Joseph Howe, who wrote:

"The task of consummating the union which Lord Durham had pronounced to be indispensable, of grappling with those evils which he had fully exposed, and of applying the principles of representative government indicated in his report, devolved upon Lord Sydenham; and it is rare that a statesman so firm, so sagacious and indefatigable follows in the wake of a projector so bold."

Of the incidents recounted by Mr. Shortt many are interesting, wholly apart from their political or historical significance. One, for instance, is Sydenham's journey from Montreal to Kingston, made shortly after his arrival, and described by himself. That description brings into clear light the progress Canada has made since our Governor-General of seventy years ago



St. George's Cathedral, Kingston. In a vault beneath the central aisle repose the remains of Lord Sydenham.

penned those words. At an unusually early hour on the morning of November 18th, 1839, Sydenham and his party drove from Montreal to Lachine to take steamer for Kingston. "The journey was bad enough," wrote the Governor-General; "a portage to La Chine, then the steamboat to the Cascades, twenty-four miles further; then road again (if road it can be called) for sixteen miles; then steam to Prescott, forty miles; then road, twelve miles; then by change of steamers into Lake Ontario to Kingston." Fifty-six hours were required to make the journey. To-day not only a Governor-General but the humblest traveller can, between the hours of breakfast and luncheon, make the journey that required almost two and a half days in Lord Sydenham's time.

The Governor-General at once proceeded by steamer to Toronto, and while in the "West" he visited Niagara Falls, which, he said, "certainly beggar all power of description." During his term of office he saw considerable of the Upper Province and of all he saw he thought highly. "It is the finest country I ever knew," he wrote, "even what I have seen of it in a circle of thirty or forty miles from here; and by the accounts I receive the upper parts are even superior. The climate, the soil, the water-power and facilities of transport, finer

than anything in North America." Time has justified these words of praise.

When the union of the two Provinces took place in 1841, Sydenham selected Kingston as the seat of government and he secured the hospital, recently erected but still unoccupied, for his House of Parliament; a range of buildings intended for warehouses were converted into departmental offices, and "I have hired a house," wrote Sydenham, "for the residence of the Governor-General, which, with some additions, will answer the purpose."

The building in which the first Parliament of United Canada met on June 14th, 1841, is once more the main structure of the Kingston General Hospital; the departmental buildings still stand on Ontario Street, and the Governor-General's residence on the lake shore, on the western border of the city, erected and at the time owned by Baron Grant, is still known as "Alwington." There, on the morning of September 19th, 1841, after a long and painful illness, Lord Sydenham passed away, "the last and most powerful of the autocratic governors," writes Mr. Shortt, "and the first and most influential of the diplomatic representatives under responsible government."

NOTES OF THE EMPIRE

"Canada and the Empire is our politics."

WE all know that Great Britain owns more shipping than any other power, but the exact figures of tonnage belonging to the leading firms is not often seen. The British India Company's fleet is the largest flying the Union Jack, being 450,000 tons. Next comes the Bucknall Steamship Company, of which Sir John Ellerman is chairman, with 430,000 tons. The famous Peninsula and Oriental Co. (P. & O.) has 423,797 tons of shipping. Next in order comes the White Star Line with 390,000 tons, which includes the newly-launched "Laurentic." The Cunard Company has 246,000 tons of shipping. None of these totals, however, approaches the figures which the two leading German steamship companies possess. The Hamburg-American company's vessels have a total tonnage just short of a million, whilst that of the Norddeutscher-Lloyd is over 800,000 tons. We predict that before long the Canadian Pacific will figure prominently in this list.

THE speech of Sir Mathew Nathan, the Governor of Natal, in opening the Closer Union Convention at Durban the other day, was as fine an oratorical effort as we have read for many a day. To us in Canada who have so successfully settled the question of our confederation—the union of two races—the speech will especially appeal. As it has not been reproduced fully in our papers, we give it here verbatim, and we commend it to our political students as a fine example of stately eloquence.

HE said: "As I am addressing the most thoughtful men of South Africa, it would be superfluous for me to dwell on the evident magnitude and importance of the

task before them—a task on the just fulfilment of which depends the future development of the sub-Continent and the well-being of its present inhabitants and of generations after them. To this just fulfilment delegates will bring a wise caution that will take advantage of the experiences of nations unified in the past;

a bold imagination that will adapt the results of those experiences to our special conditions; a broad vision which, while seeing to the general good of the whole, will not overlook the special interests of the parts; and, above all, a wide sympathy with all their fellow-subjects of the Empire in South Africa, taking no account of racial differences or geographical boundaries. The whole people of South Africa are looking to you to devise a scheme which will unite them in a great nation of white people, maintaining their virility, increasing in numbers and ruling over a contented native population in the interests of all—a nation so governed that the vast resources of the land may be developed and its productiveness constantly increased; that a world commerce may be established commensurate with the favorable position of the country between the Western and Eastern oceans, and with the commercial instincts of the descendants of two historic trading nations; that peace and good order may be maintained within and security provided from without, so that a new Commonwealth may add to and not draw on the strength of the Empire; and that education, arts and sciences may advance,

so that in culture as in strength South Africa may be among the foremost nations of the world, and that there may be carried on through centuries those ideals of honesty, justice and courage and purity which have made great the nations from which the British and Dutch in South Africa have sprung. I



Two future Sovereigns of the Empire—H.R.H. the Prince of Wales and his eldest son, Prince Edward.

leave you to your deliberations in the profound hope that, under Divine guidance, they may lead to the creation of a great united South Africa, adding strength and lustre to the British Empire." Sir Henry de Villiers, the president, in reply, thanked the Governor for his practical sympathy with the great objects of the Convention. Sir M. Nathan had placed a great ideal before them which the delegates would try to attain.

SPEAKING upon the same subject just before Christmas, Lord Selborne, the High Commissioner for South Africa, said: "The results of the Closer Union Convention depend upon you men of to-morrow. South African life has hitherto been confined to comparatively stagnant pools. You will be able to ensure that nothing impedes the surge of national life from Cape Town to the Zambesi." After emphatically declaring that Imperial patriotism and South African patriotism did not clash but were mutual complements, Lord Selborne said: "You must be patriotic, good, stout South Africans first, but you must not forget the Empire of which South Africa is a part. You cannot be a good son of the Empire unless you are a good Englishman or a good South African first. The Empire is not the possession of England or Scotland. It is not the possession of South Africa. The Empire belongs to South Africans neither less nor more than it belongs to the Scottish, English or Irish."

It is a great responsibility. I keep asking myself, how you, the descendants of the races which produced Van Tromp and Nelson, contribute so few officers to the Navy. It is strange how much you have lost of the sea-sense, which it is dangerous to lose, and inexcusable for the South African nation." He cited the examples of Van Riebeck and Rhodes, and asked: "Will you show yourselves less of a ruling race than your forefathers? Your first responsibility belongs to South Africa, whose future is in your hands. Your attainments are illimitable if you realise your chance and your responsibility. Energy should be the South African boy's gospel, wedding with it educational refinement and faith."

THESE sentiments addressed to South Africans are applicable equally to us in Canada. The Empire belongs to us as much as to Great Britain. But we must shoulder the responsibilities as well as share in the benefits of Empire. There is every indication that the "Union of South Africa," when it is consummated, will undertake its own defence. Australia is already doing so. How long are we to be in Canada before our public men rise to the need of doing likewise? *It is neither safe nor honorable for Canada—the new nation—to rely for her protection upon other arms than those of her own sons.*



A view of Saskatoon, the geographical centre of the Canadian West, and one of its most progressive towns.

NOTES OF THE WEST

THE fourth session of the first Legislature of the Province of Alberta was opened on January 14th by Lieutenant-Governor Bulyea. The speech from the throne, which was of unusual length, promised important Government legislation respecting a variety of matters, one being the development of the northern portion of the Province commonly known as the Peace River country. In regard to this matter His Honor the Lieutenant-Governor said:

"In the vast country to the north of us, with all its agricultural and mineral possibilities, and in the mining and wheat-producing districts of the south, the Province has two assets of which the value can only be guessed until they have been penetrated and traversed by railways. The South country is already tapped, but it needs and will need as time goes on, in an increasing measure, more and more arteries through which its riches can flow. The North has not at present a single line, and without a line it is impossible to measure the vastness of its future. Several bills will be submitted for your approval authorizing my Government to assist the railway development of the country. Both North and South will be found to be cared for in the bills presented. The already existing facilities in the centre of the Province will be very considerably supplemented."

In regard to the industrial and financial conditions prevailing throughout the Province, His Honor said: "In commercial and agricultural affairs the year has been marked by the gradual restoration of normal conditions and by a bountiful harvest; the prosperity of the farmers and their renewed ability to meet payments have at once been reflected in the financial condition of the commercial classes and in an impulse to the flow of immigration."

Mr. F. S. Osborn, a well-known British journalist, has just made a tour of the Canadian West, when he paid special attention to the construction of the new transcontinental railway. In the course of an interview given at Winnipeg, Mr. Osborn spoke as follows respecting Prince Rupert, the Pacific Coast terminus of the Grand Trunk Pacific Railway:

"The harbor is the finest in Canada. It is formed by a perfectly-protected curved inlet 16 miles long, a mile broad and 25 fathoms deep on an average. The bottom has good holding for anchors and there are 30 feet of water at the lowest tide by the temporary wharves. The nature of the approach from seaward has been criticised in certain quarters, but all such criticisms have been finally disposed of by Captain J. F. Parry, R.N., of H.M.

S. 'Egeria,' which is making the Admiralty Survey of the entrance. He says: 'It is no breach of etiquette on my part to state that the result of the survey is entirely satisfactory in so far as the approach to Prince Rupert from seaward is concerned.'

"Of course, the real Prince Rupert is not yet in being. Until the townsite is sold—probably in May—permanent buildings cannot go up. Nearly everything there now will be swept away when the plans of the engineers are carried out. Prince Rupert is not to be a checker-board city. To my mind, that is a great point. You can't get a picturesque city on the rectangular plan. Those who know Detroit, with its radiating avenues, know how pleasant it is to get away from that particular form of the square deal. Prince Rupert is to have places and parks—which will prevent a fire running far—and avenues and hills crowned with white edifices. It will not be one of those dull, decorous cities, where a boy and a girl can't lose themselves in case of necessity. I climbed up one of the hills—probably it was what is called the Acropolis on the plan—and the view across the harbor was charming. Three years ago the site was virgin forest; and though it has been cleared the stumps remain here and there."

"Of course, Prince Rupert is bound to become

a great seaport. It will be served by the shortest and by far the easiest freight route on the continent, and the sea journey from Prince Rupert to Yokohama is 400 miles shorter than the Vancouver route and 600 miles shorter than the distance between San Francisco and the Japanese port. Naturally Prince Rupert will be the distributing point for all Northern British Columbia—a country richer in mineral resources than the more developed southern half—for the Yukon territory and for all the Alaskan shoreline. It will eventually recover for Canada all the trade with the North that was lost to Seattle, a live city whatever its faults, during the Klondyke boom. Also, it must become a great centre of lumbering, canning and the manufacturing of fishery products. Just outside the harbor is the finest halibut fishery in the world—an asset which has not yet been realized to any extent. Good progress has been made with the grading of the first 100 miles eastward of the Grand Trunk Pacific, and next summer the track-layers should be at work."

Dr. A. S. Monro, of Vancouver, was recently in Winnipeg, where he discussed certain phases of public questions connected with the affairs of the Pacific Coast. Dr. Monro has been closely identified with the Asiatic question on the Coast owing to the fact that he has been for several years an examining physician for the Government in connection with the entrance of immigrants. Of the Asiatics who have entered British Columbia he has admitted all the Hindus, three thousand Chinese and ten thousand Japanese. With reference to the outlook for the future, Dr. Monro speaks in a hopeful spirit. All that is required is that there should be a careful enforcement of the orders in effect. There does not appear to be any probability that any of the Hindus will leave the Province to go to British Honduras. All are now in comfortable circumstances. Most of them have employment and those who are not employed have enough money to carry them over until the spring, when there will be employment for all. No Hindus have arrived in the country recently and as the Government requires that any Hindus arriving must have two hundred dollars in their possession, it is considered unlikely that more will seek to enter the Province.

The agreement with Japan provides that no Japanese shall enter the country except such as come to work as agricultural laborers for Japanese landowners or as domestic servants for Japanese, the total number admitted not to exceed 400 per annum. The head tax excludes the Chinese and there is some suggestion that this tax should be increased. Provision is thus made to exclude all the classes of Asiatics who have sought admission to the country and Dr. Monro believes that there will be no further difficulty in this matter.

Not far from Dauphin and, therefore, in the

The land is fertile and a considerable area is yet available to homesteaders. Everywhere there is an abundant supply of excellent water, and there is also within the district a large supply of merchantable timber.

Gilbert Plains itself is a substantial thrifty, progressive town, containing modern departmental stores as fine and well-stocked as are to be found in any Canadian town of equal size, besides hardware and drug stores, excellent hotels, a skating rink, etc. The town authorities are now making preparation to install a municipal electric light plant.

Since the 1st of May about 200 miles of telephone trunk lines and 400 miles of farmers' private lines have been constructed in the Province of Alberta. In addition to this an extra circuit is in progress of construction between Edmonton and Calgary, and also one between Lethbridge and Macleod. Of the Edmonton to Calgary circuit communication can now be had as far as Wetaskiwin, while the extra line between the southern points is nearly completed. Other lines recently completed and now in daily service are from Edmonton to Peubina and from Edmonton to Brosseau and Shandro in the north and east districts of Victoria. In the south a new trunk line has been completed from Lethbridge to Taber, and in Central Alberta from Daysland to Sedgewick.

It is only six months ago that there were 35 telephone exchanges and toll offices in the Province, whereas now there are 165. Taber, which has only recently acquired the service, already has a local exchange with 60 telephones. Stony Plain and Lamont now have local exchanges with good lists of subscribers. Other places throughout the Province are being supplied with exchanges as their business increases sufficiently to warrant it.

Probably no class of people in the Province realize the wonderful utility of the telephone more than the farmers. The farming communities of Lac St. Anne, Webamuu, St. Albert, Morinville, Battenburg, Edison, Pembina and along the C. N. R. line are put in communication with Edmonton. Vegreville has communication with Shandro and Brosseau far beyond the Saskatchewan River and

Knee Hill Valley and Lake View. From Didsbury a line runs out to Neapolis and Sunneyslope. Calgary has communication with all the districts to the north as far as Lloydminster, south as far as Cardston and west to Banff. Macleod can speak east to Lethbridge and Taber, west to Coleman and



The Vancouver branch of the Canadian Bank of Commerce, one of the finest buildings on the Coast.

south to Cardston. Lethbridge taps the great farming country to the southeast and west by the indispensable telephone.

A most pleasing feature of the telephone system of the Province as far as the Twin cities are concerned is the inauguration of the complete automatic exchange giving Edmonton direct communication with Strathecona. This is a great improvement on the old system of grounded lines, and it greatly facilitates business between the two cities.

The terms upon which the Government of Saskatchewan proposes to guarantee certain bonds of the Canadian Northern Railway and the Grand Trunk Pacific Branch Lines Company were revealed in two resolutions, of which notice was given recently in the Legislature by Hon. J. A. Calder, Provincial Treasurer and Railway Commissioner. The two resolutions are identical and provide for the guarantee by the Government of the principal and interest of bonds to an amount not exceeding the sums represented by \$13,000 per mile of the lines mentioned in the schedule. The bonds shall bear interest at 4 per cent, payable half-yearly, and the principal shall be payable in thirty years. The Government takes a first mortgage upon lines of railway and on all rolling stock and equipment, present or future, acquired for the said lines, upon the tolls, revenues and incomes of the company arising from the said lines, and the sites, privileges, franchises and powers now or hereafter held by the company in respect of the said lines, and the operation or maintenance thereof. An additional amount of \$2,000 per mile may be guaranteed, bringing the total up to \$15,000 per mile, but such additional guarantee must first have been authorized by the Legislative Assembly of Saskatchewan.

Canada, but especially the Canadian West, is taking a lively interest in the Alaska-Yukon-Pacific Exhibition to be held during the latter part of the coming summer and early autumn. The Government of Canada will make a feature of live stock in its exhibit. The exposition management has received advices from the Canadian Exposition Commissioner that Canada will erect a building covering a site 150 by 309 feet to house its general exhibit and that additional space will be required for its live stock display. The live stock show is designed to promote the raising of blooded stock on the Pacific Coast. During the past two years there has been a great demand in both Japan and China for fancy stock and the heaviest shipments out of the United States have been to these countries.



A view of Gilbert Plains, Manitoba.

western central part of Manitoba, is the growing town of Gilbert Plains, situated on that line of the Canadian Northern Railway which extends from Winnipeg to the north and west diagonally across Manitoba and well out into Northern Saskatchewan. The town is the centre of a rich country,

with all intervening points. The great farming country east of Wetaskiwin are in touch with that city by means of the telephone. From Lacombe lines run out to Gull Lake and Bentley on the west, and as far as Stettler on the east. Innisfail can be reached from Markerville, Penhold, Pine Lake,



A view of Kamsack, Sask.



Kamsack's first-prize decorated cottage.

GROWING KAMSACK

KAMSACK is one of the coming-on places of the West. It is situated 278 miles west of Winnipeg on the main line of the Canadian Northern Railway leading to Edmonton, and on the bank of the Assiniboine River near where the White Swan River empties into it. The surrounding district is a rich agricultural country well adapted to mixed farming. Small fruits are grown in abundance. Cattle raising is largely

engaged in and each year the shipments of live-stock to the eastern markets show a steady increase.

Kamsack is a divisional point on the C. N. R., all train-crews changing there, and the company maintains a ten-stall round-house, which is to be enlarged. Last year \$60,000 were spent in new buildings, one being a fine school-house capable of seating 300 pupils. Fine business blocks are also being erected.



Mr. E. J. Chamberlain,
General Manager of the Grand Trunk Pacific Railway.



Mr. Frank W. Morse,
Who recently resigned the management of the Grand Trunk Pacific Ry.

THE NEW MANAGER OF THE GRAND TRUNK PACIFIC

ON January 22nd it was announced at the head office of the Grand Trunk Pacific Railway Co. that Mr. Frank W. Morse had resigned the positions of Vice-President and General Manager of the Company, which he had held since January, 1905. During seven years previous to that date he had been Superintendent of Motive Power of the Grand Trunk Railway System.

Three days after the resignation the vacant position was filled by the appointment of Mr. E. J. Chamberlain, one of the best-known railway managers in Canada, a man of high executive ability and wide experience both in the work of constructing and operating railways.

Mr. Chamberlain commenced his railway service at St. Al-

bans, Vt., in 1871. He was subsequently Corresponding Secretary to the General Superintendent; Private Secretary to the General Manager of the Central Vermont Railway, and Superintendent of the Ogdensburg and Lake Champlain Railway and Central Vermont line of steamers running between Chicago and Ogdensburg.

On Sept. 1st, 1886, he was appointed General Manager of the Canada Atlantic Railway, whose main line extends from Parry Sound on the Georgian Bay to Swanton, Vt.

When the Canada Atlantic Railway passed into the hands of the Grand Trunk, Mr. Chamberlain engaged in railway construction, forming a company of which he is the head, with headquarters at Ottawa.

Canada and the British Investor

(Continued from page 17)

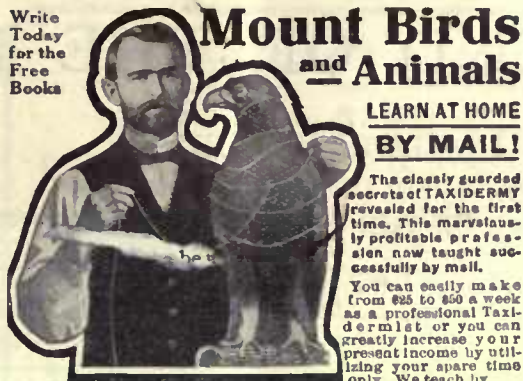
first map of the proposed route ever seen in a journal. We knew the cost of this would be very great for a young country and it has proved even heavier than was anticipated. But we have not the smallest doubt that the expense will be amply repaid when the new territories it opens up have been developed. It will be certainly two and perhaps three years before the whole line is in thorough working order. Pending that time, we think the Government would be wise not to commence any other great national project for which money must be borrowed. The railway to Hudson Bay will be paid for out of the proceeds of the sales of the Government lands in the West. But the Georgian Bay Canal scheme, much as we want to see it begun, must, we think, be postponed until the Grand Trunk Pacific is finished and paid for. With a very considerable experience of municipal trading in Great Britain, we wish to add our word of caution to what has been quoted about Canadian public bodies going in for trading enterprise.

A MOST costly lesson has been learned in the Old Country. Men of limited outlook and little business experience in the Councils of cities and country districts have plunged headlong into vast schemes of electric tramways, electric light, gas, telephone and other projects, with the result that in many cities the rates have gone up to so high a figure that businesses have been forced to close up or move elsewhere and an almost intolerable burden laid upon the communities generally. The danger in Canada is that before the mass of the people realize the extent to which they have been committed, great public enterprises will have been so heavily entered into that they must either go on borrowing further immense sums or see all that has been spent thrown away. Then the time comes that the British investor says no to the further appeals for money.

LET our motto be "slow but sure." Let us check the tendency of some of our public bodies to enter into enterprises for which they have no knowledge or fitness. Let us finish one great national undertaking before commencing another. Once again, let our public men and bankers speak out and act in the national interest and preserve to Canada her fair fame amongst the people of the Old Country.

AS we have said so often before, we need not rush our development. Time is on our side. Let us hasten slowly. We are glad to see the quality of our immigrants increase and the number diminish. We are making a nation, not collecting a mob. So in the development of our resources, build solidly. A London editor said

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A Pioneer of the West

THE last of the Selkirk settlers died in Toronto a few weeks ago in the person of John Mackay, of 702 Ontario street, at the age of 94. He was born at Kildonan, Scotland.

The movement of Highland Scotch settlers taking its name from Lord Selkirk, the founder, was a scheme to found a settlement of Highland Scotchmen on the plains over which the Hudson's Bay company ruled.

The first shipload left Scotland in 1812, followed by others after considerable interval of time. In June, 1815, the "Hadlow" sailed from the Port of Cromarty, Scotland, for Hudson Bay. The passenger list of the Hadlow reads like the muster roll of one of the great Highland Regiments of former days. Among the Mackays, there was one Donald and his wife, Catherine Bruce, and their infant son, John Mackay, who died recently.

In June, 1815, when the Hadlow was in mid-ocean, the great conflict of Waterloo was waged, yet these settlers knew nothing of that event until more than one year had elapsed.

Mr. Mackay was 18 months old when he sailed from Scotland. The trip to York Factory, Hudson Bay, occupied 11 weeks, and August was well advanced when the intrepid immigrants began their 600 mile boat voyage to Red river by way of the Hayes river and Lake Winnipeg. They reached Kildonan in November, hoping to find the friends who had preceded them, but in this they were doomed to disappointment, instead of a glad Highland welcome they found nothing but ruins and desolation. The first settlement had been broken up by a rival of the Hudson's Bay company, and the settlers dispersed. With winter staring them in the face the party were forced to push on to Pembina, where they joined a hunting party in order to gain a subsistence during the winter. The spring of 1816 found them back at Point Douglas. This year the settlement was again dispersed by the Northwest company's men. The next year there was a plague of grasshoppers and the crops were completely ruined. The same thing happened in 1819, and on account of these sore trials a number of the colonists, including the Mackays, packed up their belongings and proceeded to Canada in company with some couriers des bois who were returning to Montreal. The Mackays first located at Newmarket, Ont., and after two years settled in West Gwillimbury where land was taken up. John Mackay removed to Toronto in 1870 where he continued to reside until his death.

Th. Chase-Casgrain, K.C.
E. Fabre Surveyor
Joseph W. Weldon

Victor E. Mitchell
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A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



Drifting to the Pole

THOSE of our readers who have good memories will be able to recall that in our issue of January, 1906, we published an illustrated article showing Captain Bernier's plan to reach the North Pole by drifting across the north polar area. We gave a map prepared by the Captain and several photographs of the S.S. "Arctic," in which Captain Bernier would have liked to have made the attempt. At this moment he is away in this ship in northern latitudes exploring the territory north of Hudson's Bay and taking possession of it for Canada, to whom it was ceded years ago by Great Britain. Based on the course of wreckage from the "Jeannette" and barrels set afloat in Behring Strait, Captain Bernier's idea was that the ice-drift would carry his ship clear across the Polar basin and close to the Pole itself, if not actually over that spot. Now comes the news that Captain Amundsen, the Norwegian, who recently accomplished the North-west passage, is making preparations to carry out the very plan we set out in our issue of January, 1906. We would like our readers to turn up that issue and read what was therein contained and compare it with the following taken from an article in the New York *Sun*:

"King Haakon of Norway headed the list of subscriptions for Captain Amundsen's next Polar expedition with \$5,000. No ship needs to be built, for Amundsen will have the 'Fram,' one of the greatest ice-boats ever constructed, which took Nansen and Sverdrup north on two of the most fruitful of Arctic explorations. Norway is likely to raise all the money required, for his countrymen are very enthusiastic over Amundsen's brilliant scientific labors in the region of the north magnetic pole and his solution of the North-west Passage problem by steaming through from the Atlantic to the Pacific. If he lives, he will start, as he proposes, in the spring of 1910, for Behring Strait, intending to put the 'Fram' into the ice to the north of Point Barrow and drift wherever the ice may take him. He thinks the ice drift will carry him across the North Pole, but this is only an incident of his enterprise. If he can explore the unknown area around the Pole it will be a feather in his cap, and he has good reason to believe that the ice-drift will take him into that neighborhood, or at least so near that he can reach it by sledge. All our present knowledge points to the probability that if he puts his vessel into the ice as far east as the longitude of Point Barrow, he will be carried across the polar area to the other side of the world.

Three years after the 'Jeannette' sank in the ice to the north-east of the new Siberia Islands, some relics of the ill-fated expedition were picked up on the south-west coast of Greenland. From all the available data Nansen, who is our leading authority on Arctic currents, and Prof. Mohn of Christiania, arrived at the conclusion that these relics could have reached West Greenland by no other way than across the Pole. Between 1899 and 1901 about fifty drift casks were set afloat in the ice north of Behring Strait and one of them was picked up on the north-east coast of Iceland. Nearly five years and six months had elapsed from the day it was cast adrift north of Point Barrow, just where Amundsen expects to enter the ice, till it was found. From all that has been learned of the currents to the north of Asia by Nansen, Sverdrup and Cagnand of the East Greenland current which washes the shores of Iceland as it comes from the unknown North, the only

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conclusion reached is that this cask must have crossed the polar area in the neighborhood of the Pole. There are flaws in every other hypothesis that caused them all to be set aside.

Nansen has asserted for years that the way to reach the Pole is by a drift voyage from the neighborhood of Point Barrow. He is one of the foremost promoters of the expedition which Amundsen is about to undertake. Nansen cares nothing for the mere attainment of the Pole, but the physics of the unknown sea, the problems of its depth, tidal movements and currents, its chemical constituents, the life it supports, the contours of the sea floor, these and many other questions stir the enthusiasm of the man of science.

Amundsen and the men he will have with him are fitted for this work and will have plenty of time for their researches. There is little reason to believe that they will discover new land, but they will enter a rich field for oceanic investigations, and if their drift for years ends in the safe landing of their results there is little reason to doubt that they will throw light upon puzzling oceanic problems and enrich human knowledge as few other polar expeditions have ever done.

Amundsen will go out prepared to live seven years in the ice if it keeps him a prisoner that long. But he hopes to be back in four or five years."

We expressed the opinion three years ago, after many talks with Captain Bernier and a study of all material we could find, that this plan of drifting across the Pole was the most likely of any to succeed. We shall watch with the keenest interest this attempt of Captain Amundsen's. We only wish that it was a Canadian who was making the attempt. As Captain Bernier said, Canada has more interest in the Polar regions than any other country and a Canadian ought to be first to reach the Pole.

Railways in the West

MR. Wm. Wainwright, Vice-President of the Grand Trunk Pacific Railway Company, when in Regina, Sask., recently, in the course of an interview made statements of great importance to the people of the Canadian West. He gave assurance that a line from Melville, near Yorkton, to Regina and from Brandon to Regina would be started during this year without fail. He outlined the whole scheme of the Grand Trunk Pacific construction department throughout western Canada. What is generally termed the Yorkton branch is really the Melville branch. It starts from a point 40

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ARCHITECT

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miles from Yorkton, at Melville, and runs across the Qu'Appelle valley to Regina. Surveys for this line have already been completed, and it is hoped to commence construction during the coming summer. This will be one of the first branches completed.

An air line from Brandon to Regina is another project which will be started as early as possible in the spring and rushed through to completion. This line was originally surveyed to go about parallel with the present Canadian Northern route, but owing to the country south being more settled and considered better territory it is to be changed and it will come closer to the present C. P. R. line south, probably running between C. P. R. and C. N. R. lines from Brandon to Regina. Satisfactory arrangements have been made with Brandon for an entrance.

The branch running from Regina south to the international boundary line is chartered to a point at or near Northport. Now that an agitation has been started by the Weyburn people for a competing line, it is possible that this line may be switched further west and touch the country the Weyburn people want tapped. No arrangements have been made in respect to this line and no surveys have been made as yet. A similar line is projected south from Winnipeg, but no definite arrangements have been made in regard to this project.

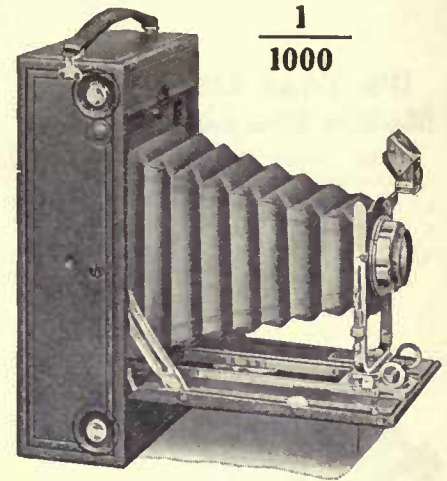
A branch line projected in Saskatchewan of which nothing has been heard before, is that which will be built from Waterous to Prince Albert. A map produced by Mr. Wainwright showed this line and he stated that it would be one of those upon which early construction would be started to give the G. T. P. an entrance to the metropolis of the north country. Similarly a line is to be built from Biggar, north to Battleford to connect the Grand Trunk Pacific main line with the old capital city.

These are all the branch lines proposed in Saskatchewan although the Melville branch will ultimately be extended on to Hudson Bay. That line, of course, is very much in the future and will be very largely an experiment in railway building. The G. T. P. does not expect to build this line for some years to come.

In Alberta a most important line is projected. It is scheduled to start from Wainwright and run southwest to Calgary, being ultimately continued southeast from Calgary to the international boundary. The portion of this line from Calgary to the main line will be completed as early as possible. It was probable, he said that the line would be changed to strike the main line at a point a little west of Wainwright thus giving a better connection to Edmonton.

Wheat-growing in Canada

EVIDENCES of the practical and ever-widening interest taken in things Canadian by our neighbors to the south come to hand almost daily, reminding Canadians that their country is being appreciated not only at home but abroad as well. One of the latest of these evidences of intelligent interest is the production in that well-known United States publication, *Popular Science Monthly*, of a lengthy and exceedingly instructive and entertaining article on wheat-growing in Canada by Professor John Waddell of the School of Mines, Kingston, Ont. The learned writer reviews completely the steps that have been taken along the lines of scientific agriculture to procure the varieties of wheat best



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sulted to the kinds of soil and climatic conditions found in this country, and he points out that these experiments, carried on by Dr. Wm. Saunders, Director of our Government Experimental Farms, have enabled the farmers of Canada, and especially those of the western prairies, to place on the British market wheat, perhaps superior to any grown in other parts of the globe, but certainly the equal of the products of any wheat producing country.

To many of the readers in the United States of Professor Waddell's article all this information will be absolutely new and it cannot fail to give them a clearer understanding of the agricultural resources of Canada and of the pains being taken to develop them. The article is the best kind of immigration literature that can be distributed among the thoughtful class of the Middle and Western States.

The Cobalt Smelter Running

THE big plant of the Montreal Reduction and Smelting Company of Canada, Limited, at Trout Mills, near North Bay, Ont., has begun active operations.

In an interview, Mr. Benjamin Burland, Treasurer of the Montreal Reduction and Smelting Company of Canada, Limited, stated that the smelter, now in active operation, was more than fulfilling the directors' expectations. Cobalt mine-owners are delighted to have their ore treated in the immediate vicinity and on Canadian soil. This is an epoch in the history of the mining industry in Canada, and is especially advantageous to Cobalt, Montreal River and Gowganda Districts.

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Recollections of the War of 1812

A SECOND edition of the exceedingly interesting little book, "Recollections of the War of 1812," by Dr. Wm. Dunlop, has just been issued by the Historical Publishing Company of Toronto, forming No. 3 of their United Empire Series. A short biographical sketch of Dr. Dunlop, written by Dr. A. H. U. Colquhoun, Deputy Minister of Education, Ontario, forms a fitting introduction to the entertaining narrative. Dr. Colquhoun declares that, though numerous manuscripts of official documents which, no doubt, throw the clear light of historical fact upon the war have been unearthed, still there exists no account that pictures the campaign with the freshness and vigor of Dr. Dunlop's sketch. In this lies its value and the justification for preserving it. It relates with uncommon spirit the desperate circumstances under which a mere handful of French-Canadian and Loyalist colonists emerged from their primitive villages and log cabins and with Spartan hardihood drove back the invader again and again and captured large areas of his territory.

For a time Dr. Dunlop was principal medical officer with the British forces defending Lower Canada, among his many



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Canadian Life and Resources

services being the care of the wounded at the battle of Chrysler's Farm. He also saw service on the Niagara frontier, his experiences being related in a most entertaining manner. Some incidental comparisons are drawn between British regulars, De Watteville's foreign recruits and Canadian militia, in respect to camp habits, woodcraft and gastronomic lore. A judicious selection of the most interesting passages from Dr. Dunlop's narrative would enliven the school hours devoted to Canadian history, which are too often considered dull, and would keep alive in young Canadians the memory of the undaunted courage with which their sturdy ancestors repelled a foreign invader.

One very interesting passage in Dr. Dunlop's book is that describing scenes on the battlefield of Chrysler's Farm, in which the horrors of war are simply yet graphically described.

In this connection Dr. Dunlop wrote :

"It would be a useful lesson to cold-blooded politicians, who calculate on a war costing so many lives and so many limbs as they would calculate on a horse costing so many pounds—or to the thoughtless at home, whom the excitement of a gazette, or the glare of an illumination, more than reconciles to the expense of a war—to witness such a scene, if only for one hour. This simple and obvious truth was suggested to my mind by the exclamation of a poor woman. I had two hundred and twenty wounded turned in upon me that morning, and among others an American farmer, who had been on the field either as a militia man or a camp follower. He was nearly sixty years of age, but of a most Herculean frame. One ball had shattered his thigh bone, and another lodged in his body, the last obviously mortal. His wife, a respectable elderly looking woman came over under a flag of truce and immediately repaired to the hospital, where she found her husband lying on a truss of straw, writhing in agony, for his sufferings were dreadful. Such an accumulation of misery seemed to have stunned her, for she ceased wailing, sat down on the ground, and taking her husband's head on her lap, continued long, moaning and sobbing, while the tears flowed fast down her face; she seemed for a considerable time in a state of stupor, till awakened by a groan from her unfortunate husband she clasped her hands, and looking wildly around, exclaimed, 'O that the King and the President were both here this moment to see the misery their quarrels lead to—they surely would never go to war again without a cause that they could give as a reason to God at the last day, for thus destroying the creatures that He hath made in his own image.' In half an hour the poor fellow ceased to suffer."

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Editor,

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Dear Sir:-

I have been a subscriber to your publication ever since its inception, and I have always taken a keen interest and delight in its contents and your methods. Any Canadian, who would not be proud of his country and its possibilities after reading your publication, must have little sense of appreciation; but what has impressed me recently, more than anything else, of its utility from a selfish point of view is the number of replies, to my advertisement about Montreal River and Gow Ganda claims, I have received from one end of the Continent to the other, as I can truthfully say that I received more replies from the one advertisement in your January issue, than I have received altogether from every newspaper in Montreal, in which I have had frequent advertisement during the same month.

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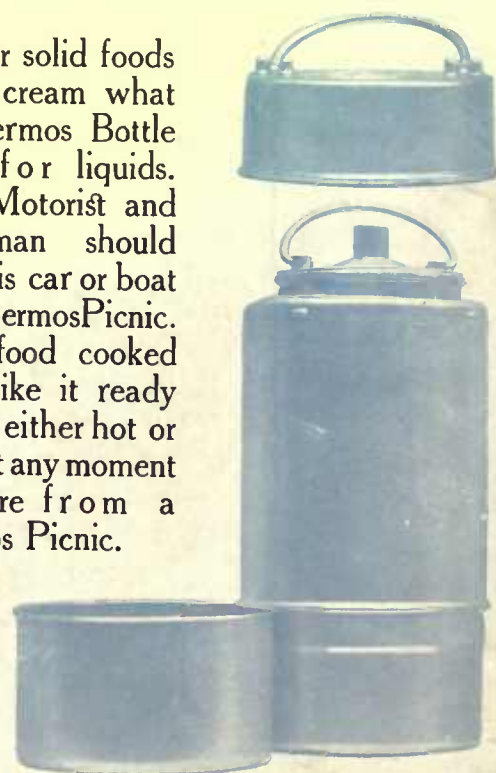
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